

**Alaska Department of Transportation and Public Facilities  
Project Nomination Master Sheet**

Please tell us about your project and include as much information as you can. Send the completed form to your area planner. See the map of area planners for contact information.

**Name of Project** Alaska Marine Highway terminal at Gustavus, Alaska

**Contact Person** Mayor Sandi Marchbanks **Sponsor** City of Gustavus

**Phone, FAX and e-mail** 907-697-2451, mayor@gustavus-ak.gov

**Address** City of Gustavus, P.O. Box 1, Gustavus, AK 99826

**What is your project? Please describe it. For instance, if it's a road or trail, how long and how wide will it be? If it's a bridge, what will it span? Please provide as much detail as possible.**

Gustavus is a recently incorporated city in Southeast Alaska, with about 429 year-round residents and a much larger summer population (ATTACHMENT #1). We request construction of a two-lane causeway and dock to provide Alaska Marine Highway System (AMHS) service by all of its side load vessels and with roll-on/roll-off freight capability. The new preferred facility will replace the existing load limited (structurally impaired) functionally obsolete, State-owned dock which was built in the early 1960's to support a few homesteading families in Gustavus. We would plan to attach our current floats to this new facility so that a similar amount of temporary mooring space will be available as it is at our current dock. As an alternative we would request construction of a single lane causeway and fixed dock capable of accepting *M/V Kennicott-M/V Tustumena* class service with pass-pass containerized freight or break bulk freight handling capability. This alternative structure could be constructed adjacent and parallel to the existing, which would remain. The alternative structure should also incorporate a sheet-pile or other wave barrier. In summary, we request replacement of current facility with one that is very similar in size, but is more adaptable to a variety of marine services.

A 1998 Alaska Department of Transportation (DOT) design for a non-roll-on roll-off facility at this site was 1250 ft long and 30 ft wide, so we assume that these would be the approximate dimensions of the requested preferred facility (ATTACHMENT #2). The alternative facility would involve a 1250 ft long by 16 ft wide approach and an approximately 100 ft by 100 ft dock with attached and discreet mooring/fendering structures to allow 400 ft long vessels to moor and transfer at the facility. The new dock facility must be oriented so that it aligns with the prevailing westerly waves that make the current dock and floats treacherous at times. A fixed wave barrier or floating breakwater should be investigated to reduce wave action at the dock floats, although we recognize that this will not remove all wave action. Other technical details of the site are available from DOT engineers, who thoroughly investigated the site in 1998, in preparation for imminent dock construction, a project which was rated #6 statewide in the State

Transportation Improvement Plan (STIP) at that time. The facility was not constructed from the 1998 plan, but our need for a dock replacement is increasing daily.

**Why do you want this project? Is there a safety concern? Do you need us to replace, repair or rebuild something? Please explain.**

We are requesting that you replace the Gustavus pier with an up to date roll-on roll-off or fixed facility that will 1) be compatible with all side load Ro-Ro AMHS vessels or a fixed structure capable of AMHS MV *Kennicott/Tustumena* class service, 2) accommodate a wider variety of freight carriers, 3) ensure that our community's fuel supplies can continue to be offloaded safely and efficiently 4) provide a much safer facility for passengers embarking on local boat charters, ferry service and private vessels, 5) improve public access to Glacier Bay National Park by providing an economical alternative of travel to this Park besides airlines and private, small passenger ferries that operate only in summer months.

As you know, Gustavus can be reached by boat or aircraft only. The absence of a road connection between Gustavus and any other community in Southeast Alaska makes our town dock a vital link to the outside. Annually, an estimated 1.8 million pounds of freight and 27,000 passengers are transported over the dock, according to statistics compiled by Alaska Coastal Engineering in April 2004 (ATTACHMENT #3). In addition, a nearby barge landing in the Salmon River is the conduit for over 750,000 pounds of freight, vehicles and solid waste transport annually. The state airport handles an additional estimated 500,000 pounds of freight and 30,000 passengers via large and small aircraft. We rely on the dock for transfer of liquid petroleum fuel for home heating, vehicles and electrical power generation and the community's LP gas for home and commercial heating, cooking, water heating, clothes drying. The dock is also an essential outlet for the 50,000 pounds of recyclable materials that our community sends to Seattle annually. In the context of our isolation and our transportation needs, it is clear that the economic health of our community and that of Glacier Bay National Park depends heavily on having a fully functional dock.

The existing dock is limited in several ways that necessitate its replacement in the near future. First, deterioration revealed by State of Alaska Department of Transport (DOT) dock inspections has necessitated decreased load limits and has compromised the usefulness of the facility in recent years. The structure is also functionally obsolete, as it was originally intended to serve a few homesteading families and the then emerging Glacier Bay National Park Bartlett Cove and Glacier Bay Lodge complex. As our community has grown, the dock is now pressed to serve a community of over 400 with a thriving tourist industry. Maintaining our community's marine facilities at the same level or improving them seems clearly in the mutual best interest of the State and the city of Gustavus.

Few remaining freight carriers can provide the type of service required by Gustavus' old-fashioned dock. Upgrading to a roll-on/roll-off dock or a fixed dock capable of containerized traffic would widen our options for less expensive, dependable freight

**2006-2008 STIP Nomination Form  
Nominations due October 8, 2004**

service. It would also be compatible AMHS ferry service which our current facility is not.

**SAFETY:** The Gustavus dock, rebuilt in 1965, has served the community well during its lifespan, but due to age and design, it has become a very unsafe facility. Personal communications with Regional Planner Andy Hughes indicate that the present causeway has only 8 to 10 years of use left. A dock study from over 10 years ago with core samples of the pilings revealed that the dock needed to be replaced within 10 years. It has been ten years since that study. It is imperative that planning begin now, with construction soon to follow.

The dock's location is exposed to the prevailing winds in Icy Strait. The attached photographs show the dangerous conditions that often occur, even in summer, at the current dock (ATTACHMENT #4). We need a dock that is oriented and designed for protection of the floats from the prevailing southerly and westerly winds, so that residents and visitors do not face undue risk in using the dock floats. In rough weather, many people have fallen on the floats and several people have been thrown into the water, but fortunately, no one has died. A case in point is described in Bill Council's letter to DOT in response to proposed changes in the STIP criteria. Despite these numerous minor accidents and near-misses, we pride ourselves on successfully having met the challenges of our dock for a long time, thanks to a very high level of personal responsibility, skill and caution among our boat operators, stevedores and others. The narrow approach and mix of vehicular and pedestrian traffic, especially during transfer operations, are also a cause for concern. Again, no fatalities have occurred, but that may not continue to be the case.

Deterioration revealed by DOT dock inspections has necessitated decreased load limits in the last several years. We are concerned that its weakened condition may not withstand extreme weather for the indefinite future. In the worst case, the dock's deterioration will force DOT to close the dock, leaving Gustavus with no port facility.

We have attached the June 2004 inspection which rates the driving surface as good (ATTACHMENT #5). However, spikes have been pulled up, bent over and are exposed and pulling out of rotten parts on the surface of the planks. Winter snowplowing continues to bend these elevated nails over. Large holes develop yearly in the driving surface, are patched with plywood while waiting for permanent replacement. Large holes develop yearly in the driving surface, are patched with plywood while waiting for permanent replacement.

Diesel fuel and gasoline lines that supply the community run beside the aging causeway and these liquids are pumped from fuel barges moored at the dock, to the fuel tank farm on shore. It is a constant concern that these important, but hazardous, liquids are being transported on this ancient structure.

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**Are parts of the project already designed or constructed? Will another agency do some of the work? If so, please explain.**

No part of the project is already designed or constructed. A conceptual dock design made by DOT in 1998 for the Gustavus dock location is not a roll-on roll-off facility or ferry terminal, which is the most sensible type of replacement facility to build at this time (ATTACHMENT #2). We have also attached new conceptual designs for a preferred roll-on roll-off facility and an alternative pass-pass facility (ATTACHMENT #2). It makes sense to build a roll-on roll-off ferry landing no matter what type of AMHS vessel is chosen to serve the area, because we need a facility that will serve our community for the next 50 years or so, and a modern facility gives the State and Gustavus a wider range of options for the long term future. A fixed facility allowing only two of the AMHS fleet would not allow maximum flexibility but would allow a lower initial construction price.

**Who will use this project and how will it help them? Will it benefit health, quality of life or the economy? Please explain.**

ECONOMY: All Gustavus merchants and residents, lodges and B&B's, Glacier Bay National Park, and Aramark Inc. (the Park concessionaire) will rely on this facility for large bulk freight and services. We have experienced a 300% increase in freight costs since 1998 when our former freight carrier, (Alaska Outports) went out of business, leaving us with just one suitable freight carrier. We now employ the last break bulk carrier in the Pacific Northwest to bring in all essential goods, which causes us to pay increased freight charges and leaves us open to the possibility that this carrier may go out of business or refuse to service us. AMHS service and a facility capable of modern containerized freight transfer will give Gustavus another alternative means of freight transportation in addition to the current break bulk coastal freighter service.

During the summer season the private catamaran service to and from Juneau, and approximately 23 charter fishing and whale-watching businesses, and two guided-kayaking businesses all rely on the dock for passenger transport. Rough estimates of income from the charter vessels alone, assuming a 50 day summer season and \$1,000 per day, indicate that this industry generates \$1.1 million annually. Local boaters would benefit from improved moorage at a new facility, which we rely on for subsistence hunting and fishing activities in Icy Strait. Linkage with the AMHS will provide a more economical way for tourists to reach and enjoy Gustavus and Glacier Bay. AMHS service will give Gustavus residents access to a new economical mode of transportation and make S.E. Alaska more accessible to us. The new facility would provide improved freight and passenger access, to the benefit of City revenues generated solely from sales and bed taxes.

It is difficult to estimate the revenue that would be generated directly or indirectly by an improved marine facility at Gustavus, but it is clear that the lack of a dock would threaten the economic viability of numerous local businesses and the community as a whole. Without access to goods and services transported by sea, economic opportunities in Gustavus would dwindle, potentially causing some residents to leave.

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Nominations due October 8, 2004**

HEALTH AND QUALITY OF LIFE: Access to the AMHS would provide new transportation options during bad aviation weather that sometimes strands people in Juneau (or Gustavus) for days at a time in winter. The option of AMHS travel may also enable Gustavus residents to transport their vehicles out of town when they need to be repaired or to access the road system to the Lower 48. Another substantial benefit would be less costly travel for students who participate in interscholastic, AASA and other regional activities as well as additional options for travel in the event of inclement weather conditions, improving opportunities for rural students. We would have other educational opportunities with our Icy Strait, Chatham Strait and Lynn Canal neighbors that we are precluded from doing at this time due to the expense of transportation. Either the preferred or the alternative option would provide improved access to economical freight service, thereby increasing quality of life.

All dock users would benefit from an improved facility that would be better designed to withstand wave action (ATTACHMENT #4). Embarking or disembarking vessels at Gustavus would be safer for all, decreasing the minor injuries and scary, life-threatening experiences that people have been enduring there, as well as preventing fatal accidents. Travelers would have options that would prevent them from experiencing air taxi flights in sometimes marginal conditions. A new facility would provide a place for the United States Coast Guard to tie up when they are in the area, and could provide a tie-up for a SeaPro oil spill response vessel that would assist in the event of an oil spill in Icy Strait.

**Who will maintain the project after it is built?**

The DOT/PF-Alaska Marine Highway System will maintain the facility. The City of Gustavus and local volunteers will maintain the attached floats, as is currently the case.

**Who owns the land where the project will be built? Will we have to buy right-of-way or will this be donated?**

The land leading up to the dock is owned by the State Department of Natural Resources. We presume that the Department of Transportation could obtain permission to use the land for the causeway leading to the dock.

**Do you have a resolution of support from a local elected body or traditional council? If so, please attach.**

In February 2004, the Gustavus Community Association (GCA, our former local "government" served as the community forum and decision-making body before we became incorporated as a city in July 2004) made a statement at the Southeast Alaska Transportation Plan (SATP) meeting summarizing recent resolutions in support of including a ferry dock at Gustavus in the SATP (ATTACHMENT #6). On September 2, 2004, the Gustavus City Council adopted (ATTACHMENT #7) a resolution to be presented to the Southeast Conference (ATTACHMENT #8), requesting the Conference's support for a ferry terminal and dock replacement at Gustavus. The

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Southeast Conference adopted this measure at its annual meeting in Sitka on Sept 21, 2004, after deleting the final statement that "...endorses the appropriation of immediate funding for this project...". A copy of the Southeast Conference resolution form, submitted by the City, is attached. The City plans to adopt a generic resolution in support of obtaining a new dock, at its October meeting, which will occur shortly after the October 8 deadline for this STIP nomination. A more than 10-year thread of communication between GCA with the DOT reveals that replacement of the Gustavus dock has long been identified as an essential, high-priority community need. Over the years, our community has demonstrated its commitment to obtaining a dock replacement by taking action on all DOT recommendations to make our plea for a dock audible to the right people in the agency. So far, DOT has been unable or unwilling to accommodate our requests, but we hope that our recent incorporation as a second-class city will spark DOT's interest in re-establishing our vital maritime link and thereby ensuring the long-term economic health of our community.

DOT has expressed to the GCA and to the NPS that DOT would prefer to modify the NPS dock at Bartlett Cove, rather than engineer a dock that can withstand the conditions in Icy Strait. The NPS does not support relocating the Gustavus commercial port to Bartlett Cove, for a variety of reasons. (ATTACHMENT #9). We fear that the practical and political realities standing in the way of converting Bartlett Cove into the town's commercial port are impossible to surmount within the limited lifespan of our current dock.

We have also concluded that even if feasible, a dock located in the Park would fail to meet all the community's needs. The highly regulated atmosphere within the Park would hamper our ability to conduct community and commercial business. Bartlett Cove is much farther away from the hunting, fishing and whale-watching locations used by locals and tourists and would greatly increase travel time and expense to private and commercial boaters. We would also like local Gustavus businesses to have the opportunity to provide visitor services to arriving and departing passengers on the AMHS and other vessels, rather than diverting this business to Park concessionaires. In short, it is not a sufficient solution to build a ferry terminal at Bartlett Cove. A facility in Bartlett Cove would also not address the community's need for fossil fuels.

**How will you help? Do you have land for right-of-way or in-kind services to donate? Will you contribute money to the project? Do you know the total dollars or percentage of the total project cost to be contributed? (Please note that many types of projects now require a local match contribution.)**

We are willing to work hard to accomplish the planning and construction necessary for a dock replacement at Gustavus. We have submitted an application for \$100,000 planning funds to the U.S. Department of Agriculture Rural Planning Division for Economic Impact Initiative funds. We will not know whether we were awarded planning funds as a result of the application until June 2005.

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Nominations due October 8, 2004**

We are a newly incorporated city of less than 500 people, and do not have the financial resources to provide a substantial match for a project of this magnitude. However, the National Park Service (NPS) is working in partnership with the City of Gustavus to facilitate replacement of the Gustavus dock. The NPS may be able to assist with funding this project because so many Park employees who live in Gustavus depend on the existing dock for transport of food and other essentials. As explained above, although almost all NPS needs are served by the Gustavus dock, the NPS dock at Bartlett Cove is not fully consistent with all the needs for the Gustavus facility.

If necessary we will help by seeking dock construction funds from a variety of sources, including the NPS Roads To Parks program, and the Department of Agriculture's Essential Community Infrastructure program to supplement DOT funds to accomplish this vital transportation project.

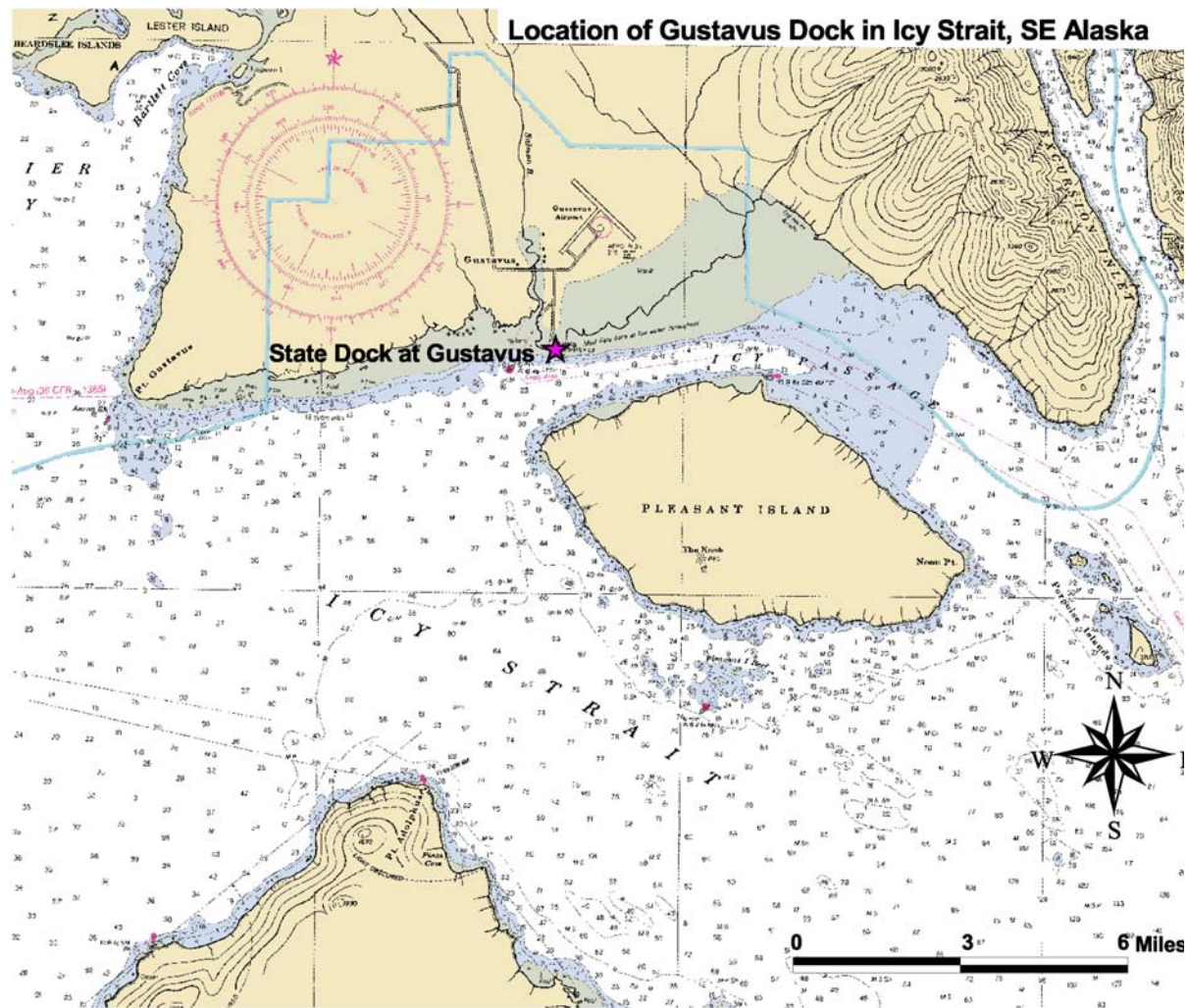
**Include any photos, maps or graphics please.**

We have included the following attachments:

1. Map of the Gustavus area
2. 1999 dock conceptual designs and 2004 conceptual designs
3. Alaska Coastal Engineering summary of current uses of Gustavus dock.
4. Photos of dock in placid seas and rough seas.
5. June 2003 Inspection report of DOT engineers
6. GCA Feb 2004 statement about Southeast Alaska Transportation Plan
7. City Council Meeting Minutes 2 Sept 2004 showing unanimous support of SE Conference resolution
8. Resolution submitted to the Southeast Conference in September 2004
9. NPS Briefing Statement

**2006-2008 STIP Nomination Form  
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ATTACHMENT #1

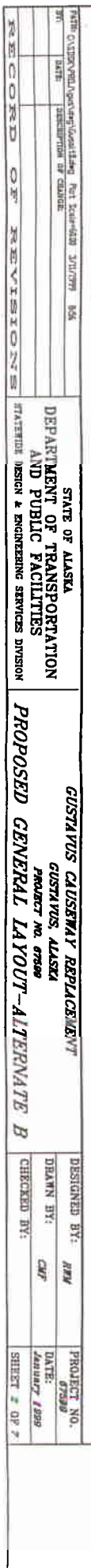


**2006-2008 STIP Nomination Form  
Nominations due October 8, 2004**



A.T.S. 889  
10.30 Ac.

DESIGNED BY:	FWF	PROJECT NO.	67599
DRAWN BY:	CMT	DATE:	January 1999
CHECKED BY:			



**Note:** Existing casework and dock to be removed after completion of new construction.

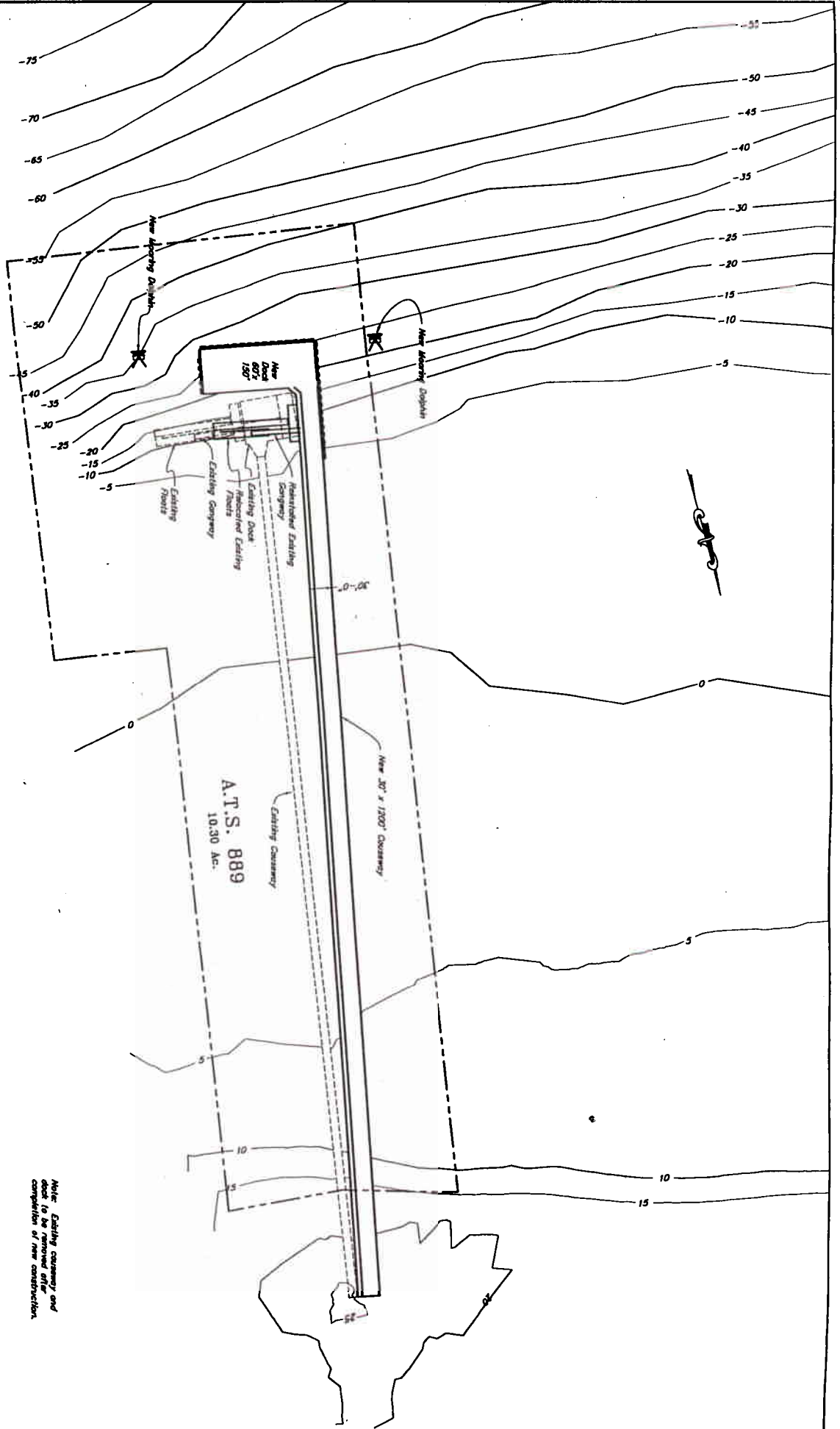
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STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
STATEWIDE DESIGN & ENGINEERING SERVICES DIVISION

**GUSTAVUS CAUSEWAY REPLACEMENT**  
GUSTAVUS, ALASKA  
PROJECT NO. 67808  
**PROPOSED GENERAL LAYOUT-ALTERNATE C**

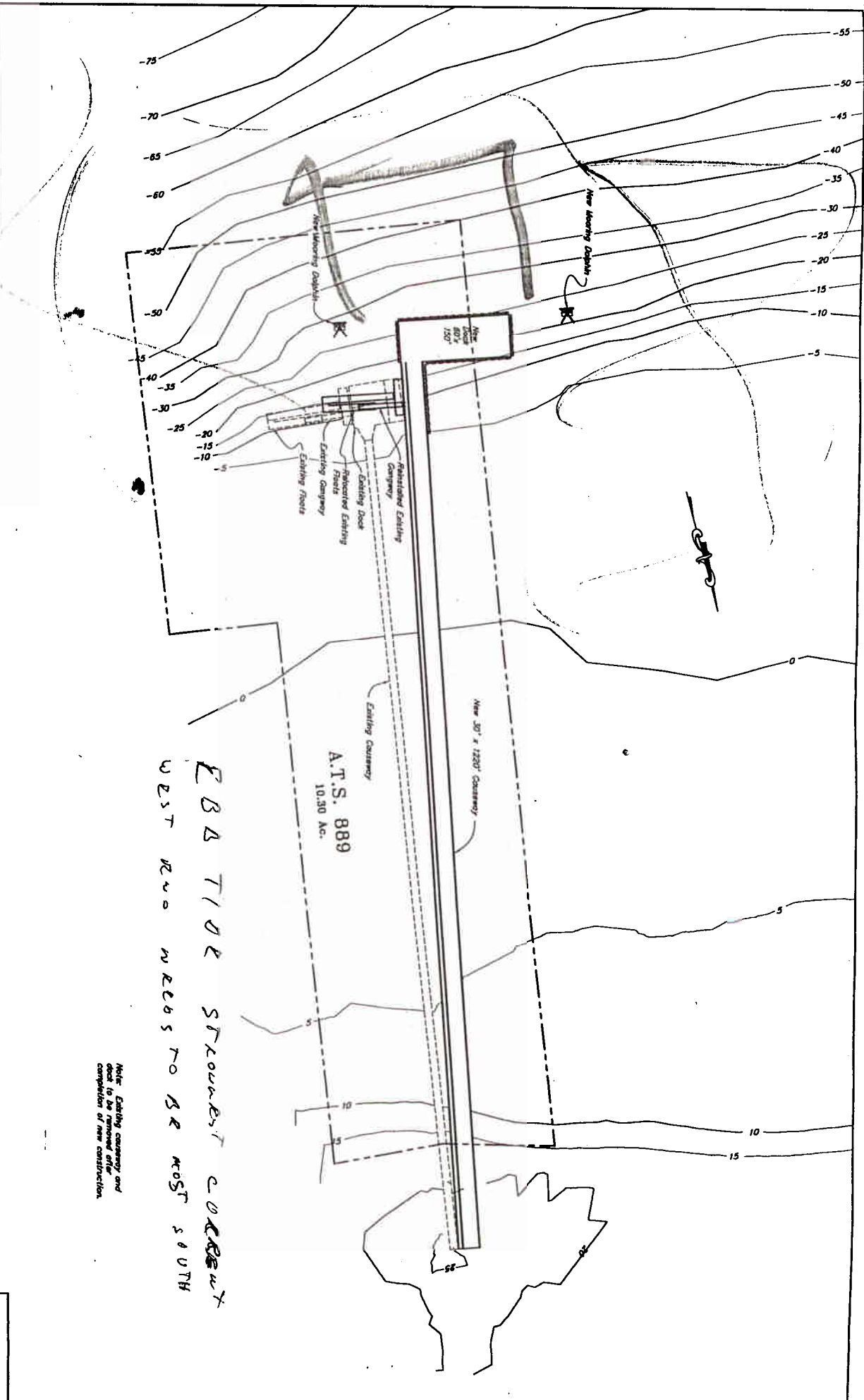
DESIGNED BY:	REV	PROJECT NO.
DRAWN BY:	CMF	DATE: 6/2/88
CHECKED BY:		DATE: January 1988
		SHEET 3 OF 7

NOTE: DO NOT SCALE FROM THESE PLANS-LIKE DIMENSIONS



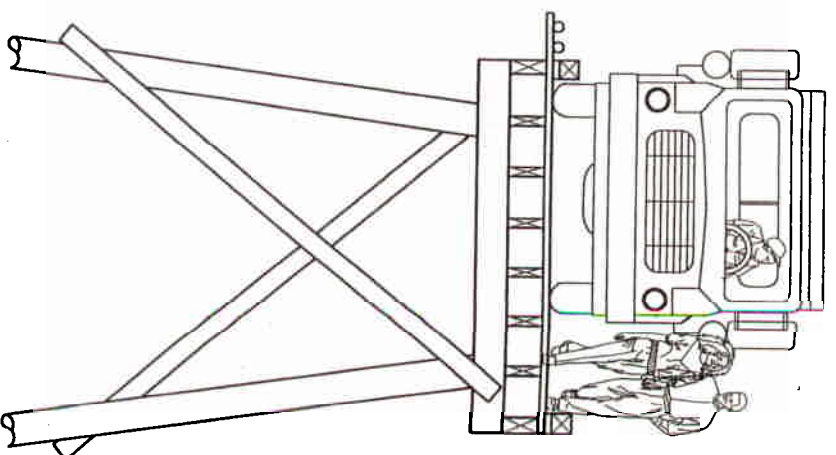
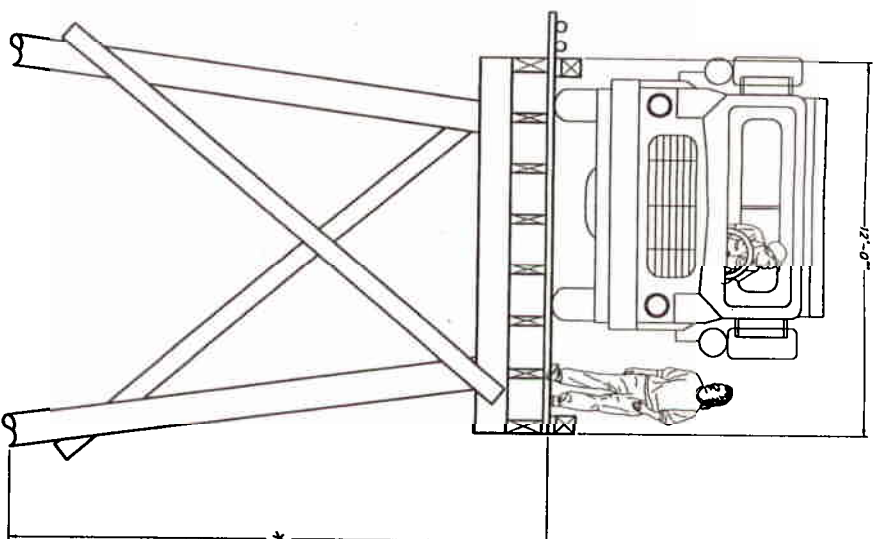
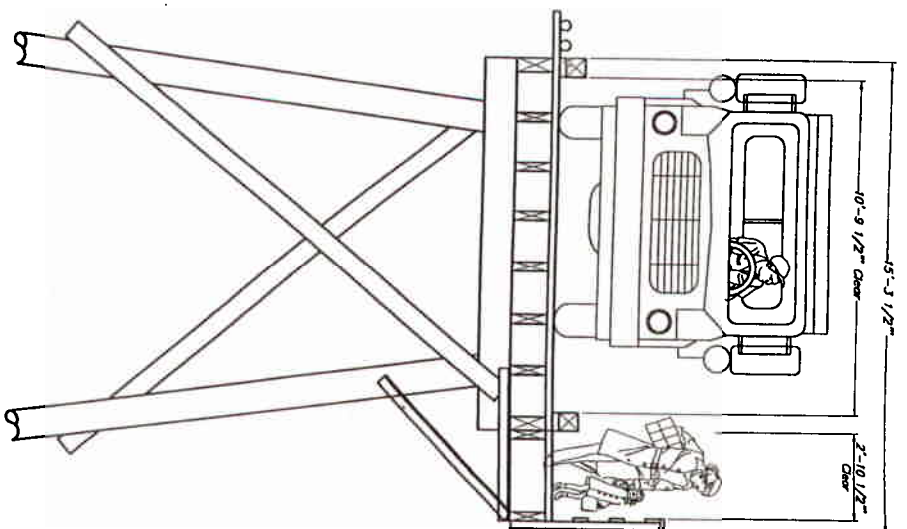
Note: Existing causeway and dock to be removed after completion of new construction.

THE UNIVERSITY of Alaska Fairbanks JUN 1979 30 DATE DESCRIPTION OF CHANGE REVISIONS		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES STATEWIDE DESIGN & ENGINEERING SERVICES DIVISION		GUSTAVUS CAUSEWAY REPLACEMENT GUSTAVUS, ALASKA PROJECT NO. 07598		DESIGNED BY: RWM DRAWN BY: CUP CHECKED BY:		PROJECT NO. DATE: JANUARY 1998 SHEET 4 OF 7	
PROPOSED GENERAL LAYOUT-ALTERNATE D				NOTE: DO NOT SCALE FROM THESE PLANS--USE DIMENSIONS					









**Posted 6 Tons Single Axle**

Walkways - 3'x34' @ 120' o.c.  
Walkways on 27% of Causeway (one side only).  
Railing only at Walkway Locations.

\* Average drop approximately 7' @ high tide and 15' at low tide (min. 6'-max 30'). Strong current when tide is running.

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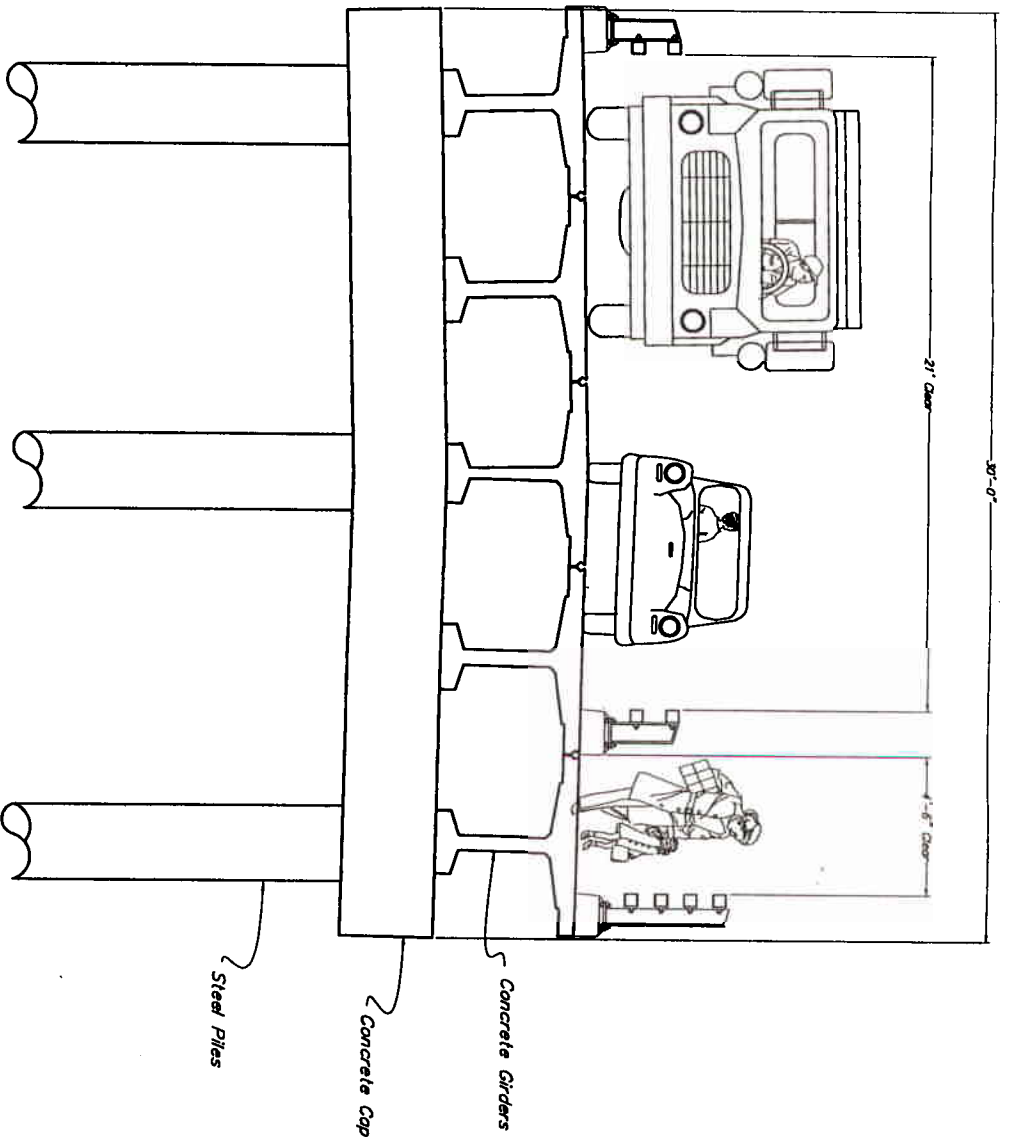

# REVISIONS

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
STATEWIDE DESIGN & ENGINEERING SERVICES DIVISION

**GUSTAVUS CAUSEWAY AND DOCK REPLACEMENT  
GUSTAVUS, ALASKA  
PROJECT NO. 07509  
EXISTING CAUSEWAY SECTIONS**

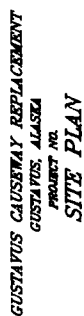
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DRAWN BY:		DATE:
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Designed to HS-20 Vehicle

STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES STATEWIDE DESIGN & ENGINEERING SERVICES DIVISION		GUSTAVUS CAUSEWAY AND DOCK REPLACEMENT GUSTAVUS, ALASKA PROJECT NO. 67500 PROPOSED CAUSEWAY SECTION		NOTE: DO NOT SCALE FROM THESE PLANS--USE DIMENSIONS DESIGNED BY: <i>HPM</i> DRAWN BY: <i>CMF</i> CHECKED BY:		PROJECT NO. 67500 DATE JANUARY 1999 SHEET 7 OF 7	
TITLE DATE DESCRIPTION OF CHANGE		REVISIONS		REVISIONS		REVISIONS	



Estimated Construction Cost:	
Mobilization	\$ 1,000,000
Contingencies	500,000
Removal of existing	500,000
Dock and Approach	\$ 7,500,000
Transfer Bridge	900,000
Lift or Pontoon	500,000
Wave Barrier	400,000
Moorings/Fendering	1,500,000
Gangways	<u>150,000</u>
<b>TOTAL</b>	<b>\$ 12,950,000</b>

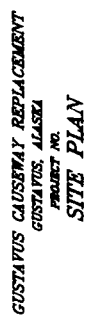
NO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PREFERRED

**Gustavus Dock Replacement Project**

Side Berth and Dock  
Roll-On/Roll-off[illegible]





Estimated Construction Cost:	
Mobilization	\$ 1,000,000
Contingencies	500,000
Removal of existing	500,000
Dock and Approach	\$ 7,500,000
Transfer Bridge	900,000
Lift or Pontoon	500,000
Wave Barrier	400,000
Moorings/Fendering	1,500,000
Gangways	1,500,000
<b>TOTAL</b>	<b>\$ 12,950,000</b>

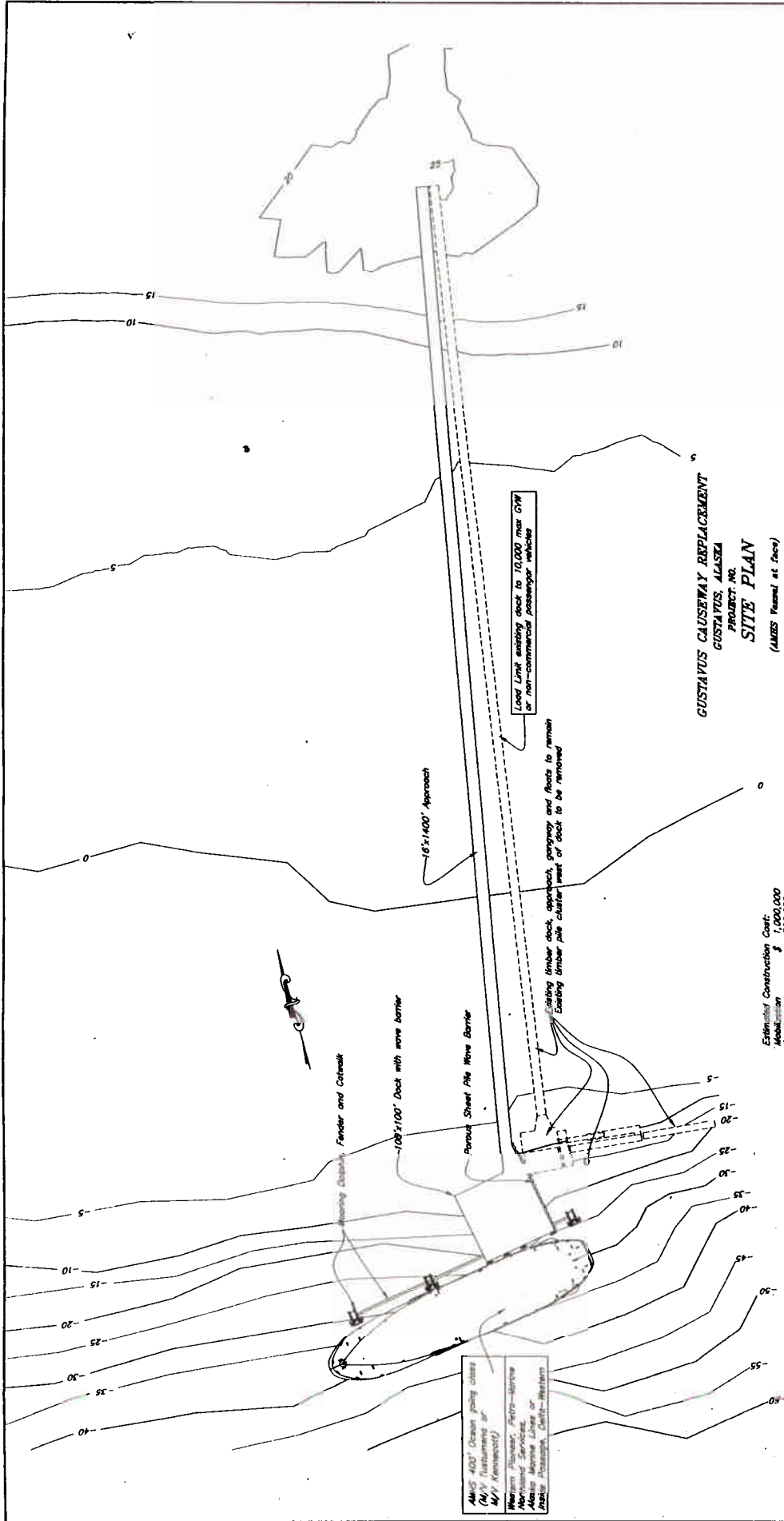
DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PREFERRED

**Gustavus Dock Replacement Project**

**Side Berth and Dock  
Roll-On/Roll-off**

SECTION #		PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
DRAWING		XXXXXXXXXX	2004		
PLOT					



AKS 400' Ocean going class  
(AKA Tatum's of  
AKA Kennebec)  
Western Flows, Pitts-More  
Marine Services  
Marine Service, Inc.  
Marine Service, Inc.

Estimated Construction Cost:

Model	\$ 1,000,000
Construction	\$ 1,000,000
Cost of Approach	\$ 4,500,000
Wave Barrier	400,000
Mooring Fendering	900,000
Gangway	120,000
<b>TOTAL</b>	<b>\$ 7,420,000</b>

**GUSTAVUS CAUSEWAY REPLACEMENT**  
GUSTAVUS, ALASKA  
PROJECT NO.  
**SITE PLAN**  
(AKS Fuel at face)

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

DESIGNED BY: *AKT. w/ALHS SLOW*

CITY OF GUSTAVUS  
DOCK COMMITTEE

PROJECT: Gustavus Dock Replacement  
Side Berth and Dock  
Fixed Dock  
Elevator or Pass-Through Access

DATE: 2004

PROJECT DESIGNATION: XXXXXX

YEAR: 2004

SHEET NO.: 2004

# ALASKA COASTAL ENGINEERING

Box 256

Gustavus, AK 99826

907-697-2217

[akcoastl@gustavus.ak.us](mailto:akcoastl@gustavus.ak.us)

City of Gustavus  
Box 10  
Gustavus, AK 99826

4-20-04

Attn: Honorable Sandy Marchbanks  
Mayor

Ref: Port of Gustavus  
Tonnage Shipped

Dear Mayor Marchbanks,

I have received questions from Chris Gabriele of a committee group and from Councilman Tim Gibson regarding questions about tonnage of goods shipped to/from Gustavus. I have researched the issue and offer the following in response to the question(s):

The State of Alaska owned dock on Icy Passage receives the bulk of the goods for the community and Glacier Bay National Park. Approximately 1,800,000 pounds of freight of all kinds and vehicles cross the dock each year. Another approximately 1,100,000 pounds of liquid petroleum products (#2 Fuel Oil, #1 Stove Oil, Jet Fuel, Avgas and Gasoline) cross the dock. During the tourist season approximately 25,000 people utilize the dock for access to the fleet of charter fishing and guiding vessels, day ferry and private vessels. Another approximately 2,000 people utilize the dock for access to sea kayak adventure and lighterage. All freight crossing the dock is handled break bulk and not containerized. The dock is aging timber trestle construction, is load limited and functionally obsolete.

The Salmon River launching ramp handles another 500,000 to 750,000 pounds of freight of all kinds and vehicles each year by landing craft and ramp barge as well as serving the needs of the charter and private vessels launch and retrieval needs. The launch ramp also sends out about 150,000 pounds of refuse from the Park, Park Concessionaire and community and handles about 50,000 pounds of government employee household goods and vehicles moved to and from the Park and community. The launching ramp is a tidally influenced, eroded partially paved strip of riverbank which is now almost unusable below MTL. Its ownership is in beauracrat limbo being on State (DNR) land and tideland but is/was not constructed by the State. This "facility" is adjacent to the remainder of a barge ramp built during WWII in support of the construction of the Gustavus airport.

The State owned airport handles between 300,000- 500,000 pounds of freight and 20,000-25,000 travelers by small aircraft (12 seats or less) and another 7,000-10,000 people and 50,000-100,000 pounds of freight by larger transport category aircraft each year. Freight handled by aircraft is limited to small parcels/packages capable of fitting into the aircraft and being lifted by ground support personnel.

The National Park Services Bartlett Cove marine facilities handle several thousand travelers each year and the NPS fuel dock handles about 1,000,000 pounds of fuel each year.

The above weights listed do not include the quantity of freight, earthen and asphalt materials, earth moving/construction equipment and contractor support facilities and equipment brought to the community and Glacier Bay National Park in support of and consumed by the large infrastructure projects completed in the last 10 years. Each of these barge loads estimated below carried a minimum of 100,000 pounds and averaged 500,000 pounds each.

Each of the projects listed below varies in size and scope as estimated below:

- Airport soil remediation project (1 barge load in-two barge loads out),
- Airport expansion and reconstruction (7 barge loads in-3 barge loads out),
- Alaska Airlines terminal building construction (1/2 barge load in),
- Main highway reconstruction to the Park boundary (7 barge loads in-3 barge loads out),
- Park dock reconstruction (6 barge loads in-3 barge loads out),
- Main highway reconstruction into and within the Park (6 barge loads in-2 barge loads out),
- Park maintenance facility construction (3 barge loads in-1 barge load out),
- Park water and sewer utility and fuel farm reconstruction(s) (3 barge loads in-1/2 barge load out),
- Park power plant expansion/reconstruction (1/2 barge load in),
- Park housing construction (2 barge loads in),
- Community school and gym expansion and construction (1 barge load in)

Up until the completion, four years ago, of the National Park Service (NPS) Bartlett Cove marine facilities (dock, fuel-dock, launching ramp and barge landing) all of the construction project logistical support, for the community and Park, occurred across the State's Icy Passage Dock or at the Salmon River launching ramp.

The Park highway and Park maintenance facility projects were handled across the Parks Services launching ramp and barge landing, all of the other projects listed above were handled across the State facilities in Gustavus. No freight or goods and services are allowed to cross the NPS facilities at Bartlett Cove unless they are in support of NPS.

I have not attempted to estimate the amount of freight carried to/from Gustavus and the National Park via private vessels and aircraft.

Hopefully the above information will be useful to the City in analyzing the communities transportation situation and needs.

Sincerely,

John Scott, P.E.  
CE 4755

**ATTACHMENT #4**



**2006-2008 STIP Nomination Form  
Nominations due October 8, 2004**



**ATTACHMENT #4 (continued)**



**2006-2008 STIP Nomination Form  
Nominations due October 8, 2004**

**ATTACHMENT #4 (continued)**



**2006-2008 STIP Nomination Form  
Nominations due October 8, 2004**

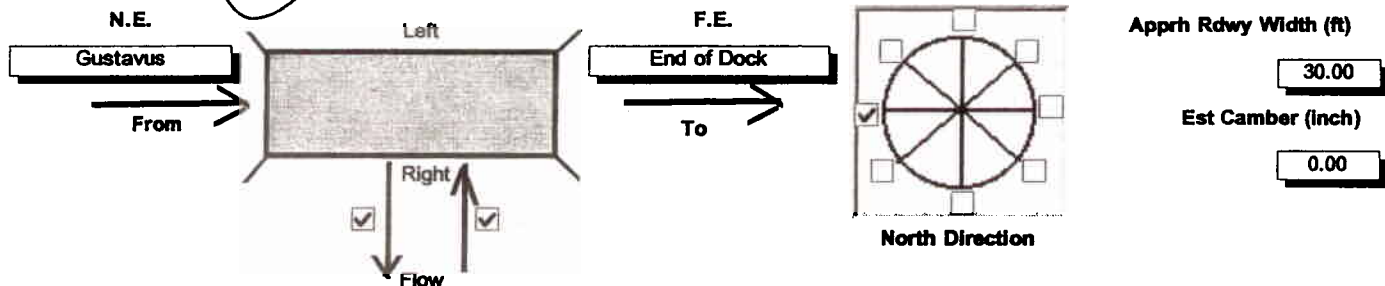
**ATTACHMENT #4 (continued)**



**2006-2008 STIP Nomination Form  
Nominations due October 8, 2004**



<b>Br No 1417</b>	<b>GUSTAVUS DOCK</b>	<b>Date: 6/6/2003</b>	<b>ID 09 Odd 2003 1417</b>
<b>INSPECTOR:</b> Mike Higgs	<b>ASSISTANT:</b> Ben Dobrovlny	<b>Weather</b> Partly Cloudy	<b>Temperature</b> 60 F
<b>Initials</b>			



Left		Transition		Spacing (inches)			Approach	End Treat
Type	BRIDGE RAIL	Ht (in)	Type	Ht (in)	Fst	Sec	Thrd	Type/Post
8"x6" Bullrail on Scupper Blocks	12.00	None	0.00	0.00	0.00	0.00	None	None

Right		Transition		Spacing (inches)			Approach	End Treat
Type	BRIDGE RAIL	Ht (in)	Type	Ht (in)	Fst	Sec	Thrd	Type/Post
3 Rail Timber @ Pedestrian	42.00	None	0.00	0.00	0.00	0.00	None	None

Near End		SIGNS		Far End	
LL	RL	LL	RL	LL	RL
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Object Markers		Object Markers		Object Markers	
<input type="checkbox"/> Restricted Width		<input type="checkbox"/> Restricted Width		<input type="checkbox"/> Restricted Width	
<input type="checkbox"/> Vertical Clear		<input type="checkbox"/> Vertical Clear		<input type="checkbox"/> Vertical Clear	
<input checked="" type="checkbox"/> Load Limit		<input type="checkbox"/> Load Limit		<input type="checkbox"/> Load Limit	
<input type="checkbox"/> Name Place		<input type="checkbox"/> Name Place		<input type="checkbox"/> Name Place	
Load Limit Wording or Other Sign		Load Limit Wording or Other Sign		Load Limit Wording or Other Sign	
WT Limit Single Axle 6 Ton No Tandem or Tracks 10 MPH				Vessels Over 300' Not Allowed. No Parking. Loading/Unloading Only. 1st Come, 1st Served Moorage.	

<b>Deck Material</b>	<b>Thk(Inches)</b>
Timber	2.50
<b>Location Measured</b>	
1st Ped. Pullout	

<b>Wear Surface</b>	<b>Thk (Inches)</b>
<b>Wear Location</b>	

**Drive Condition**

Good

**Locality**

Gustavus

**Route**

STATE DOCK ROAD

### Utilities

Kind	Size	Location	Owner
2 Steel Pipes	4" Diameter	East Side (see photo)	
Coax	Standard	Outside of West Bullrail	

# Bridge No. 1417, GUSTAVUS DOCK

## Work Candidates

Inspected on: 10/1/2001

Element	Description	Quantity	Work Needed
31	Timber Deck - Bare	800 (SF)	Install 50 to 85 feet of deck planks at FE.
206	Timber Column or Pile Extension	6 (EA)	Replace cross bracing.
206	Timber Column or Pile Extension	18 (EA)	Replace one deteriorated pile in Bent 35 & 17 other soft, splitting & checked piles between bents 20 and 40.

Bridge No. 1417, GUSTAVUS DOCK

Element Inspection

Inspected on: 6/6/2003

Element	Description	Observations
31	Timber Deck - Bare	Many planks cracked, split or rotten. 85" section at FE rutted and deteriorating. Timber curb is 8x8, 12 inch high.
111	Timber Open Girder/Beam	Some girders with vertical splits but sound.
206	Timber Column or Pile Extension	Several bents mid-way are soft w/ splits and some rot. Cross bracing at 6 bents broken, rotten, missing or not attached.
216	Timber Abutment	None.
235	Timber Cap	None.



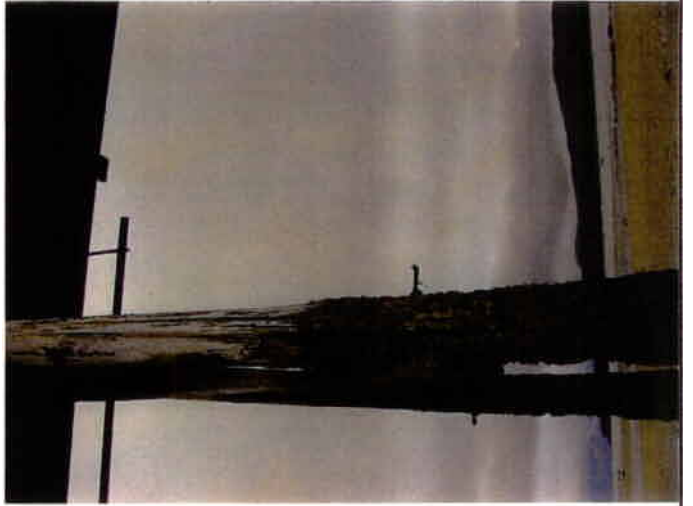
e No. 1417 Structure Gustavus Dock  
 Disk 2 Inspector Mike Higgs  
 Float crossing

Date 06/06/2003  
 Frame 9



Bridge No. 1417 Structure Gustavus Dock  
 Roll/Disk 2 Inspector Mike Higgs  
 Broken pile

Date 06/06/2003  
 Frame 10



e No. 1417 Structure Gustavus Dock  
 Disk 2 Inspector Mike Higgs

Date 06/06/2003  
 Frame 11



Bridge No. 1417 Structure Gustavus Dock  
 Roll/Disk 2 Inspector Mike Higgs

Date 06/06/2003  
 Frame 12

# **Gustavus Community Association**



Post Office Box 62  
Gustavus, Alaska 99826

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**STATEMENT BY THE GUSTAVUS COMMUNITY ASSOCIATION TO DOT/PF  
at the  
SOUTHEAST ALASKA TRANSPORTATION PLAN MEETING  
held at  
GUSTAVUS ON FEBRUARY 4, 2004**

A May 12, 2001 letter From GCA to Andy Hughes of DOT made the following statement: "The Gustavus Community Association recently held a referendum proposing the acquisition of a new dock facility with the use of Federal Highway/Ferry funding. The community of Gustavus overwhelmingly voted in favor, 209 votes for, 36 votes against."

A December 17, 2002, letter to the Commissioner of DOT renewed the request for "installation of Alaska Marine Highway service for our community on Icy Passage or some other mutually acceptable site."

At the January 2004 general meeting of GCA, these two statements were adopted as the present stand of GCA. We therefore thank DOT for the inclusion of a ferry dock facility for Gustavus in the present draft of the SE Alaska Transportation Plan, and urge that it be retained in the final draft as a priority for the 2004-2010 planning period.

We are concerned with the source of funding being listed as "EARMARK" We are not sure that this is the most dependable way to secure this most vital infrastructure improvement; or if we would be better served by seeking to prioritize our project on the regular program funding methodology via the Federal Highway Trust Fund.

**Greg Streveler  
Chairman**

**ATTACHMENT #7**

**City of Gustavus**

**P.O. Box 1, Gustavus, Alaska 99826**

**General Meeting**

**September 2, 2004**

**7:00pm**

**Call to Order**

**Roll Call**

**Reading & Approval of Minutes**

**Public Comment on Non-agenda Items**

**Public Comment on:**

**Ordinance for Adoption:**

- 1. Administration Ordinance**
- 2. Amendment to Personnel Ordinance**
- 3. Amendment to Fire Department Ordinance**

**Unfinished Business:**

- 1. Endowment Fund Ordinance**
- 2. Discussion on Alaska Airlines**
- 3. Mutual Agreement between GVFD & NPS**

**Committee Reports:**

**New Business:**

- 1. Southeast Conference**
- 2. Landfill**
- 3. Cemetery**

**Council Comments & Questions:**

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**Adjournment:**

**Call to Order** at 7:00pm

**Roll Call:** Lou Cacioppo, Martha Romero, Hank Lentfer, Becky King, Tim Gibson, Wayne Howell, Sandi Marchbanks (by phone)

**Reading & Approval of Minutes:** Minutes Approved

**Public Comment on Non-agenda Items:** No comments on non-agenda items

**Public Comment on Administration Ordinance:** No public comment, Wayne motions to adopt Administration Ordinance, Martha seconds, Motion passes 7/0.

Lou reminds Council that there will be no seconds anymore.

**Public Comment on Personnel Ordinance Amendment:** Lou explains amendment. Becky motions to accept the amendment, motion passes 7/0.

**Public Comment on Fire Department Ordinance:** Lou explains amendment. Tim motions to accept amendment. Motion passes 7/0.

**Public Comment on Endowment Fund Ordinance:** Motion to Publish. Motion passes 7/0.

**Unfinished Business:**

**1. Discussion on Alaska Airlines:** Sandi explains conversations she has had with the DOT concerning the LEO at the airport and explains our options.

Public Comment - Members of the audience ask questions about the cost of funding the LEO. It is explained that we would have to pay to insure the LEO, as well as pay their salaries and pay to fly them back and forth. Bill Kruger explains that it costs more to keep them in town than it would to fly them back and forth. Tim talks about how it is not even cost effective for Alaska Airlines to fly to Gustavus. More comments from the audience. Sandi says maybe we should come up with a questionnaire to pass out in Gustavus to get an idea of what the people want and asks if maybe the electric company could put it in with the electric bills to make sure that everyone gets one.

**2. Mutual Agreement between GVFD & NPS:** Lou explains what the MOU is. He then suggests that we send them our version of the agreement before we make any decisions concerning the matter.

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Martha motions to table it till later. Motion passes 7/0.

**Committee Reports:** Wayne suggests we start forming committees by resolution. Council comments on forming committees.

**New Business:**

**1. Southeast Conference:** Lou explains we will need a \$500.00 Check for membership fees and annual dues. Wayne explains that the GCA was involved with the SE Conference and that Pedr did excellent work making contacts and that he thinks it is important that both Pedr and Sandi go. Hank motions that we use the funds. Motion passes 7/0.

Becky thanks both Pedr and Sandi for all that they are doing.

Lou asks if everyone has read over the SE Conference proposal. Sandi asks if anyone has any questions. Sandi reads the proposal. Hank makes a motion to adopt the proposal as read. Motion passes 7/0.

Sandi continues to explain about conference and auction.

More Public comment and comments from the Council.

**2. Landfill Ordinance:** Lou explains changes made. makes a motion to approve for publishing. Motion passes by a vote of 6/0. Sandi abstains from voting because she hasn't seen the Landfill ordinance.

**3. Cemetery:** Lou reads Rita Wilson's letter about the cemetery. Asks for public comment. Becky asks if we should encourage Rita but let her know that we are not to that point yet. More comments from council. Wayne motions to adjourn. meeting adjourned.

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ATTACHMENT #8

# SOUTHEAST CONFERENCE

## Resolution Proposal Form

*Submission in electronic format preferred – please download off our website  
([www.seconference.org](http://www.seconference.org)) and return as an email attachment.*

**TITLE: GUSTAVUS DOCK AND CAUSEWAY REPLACEMENT/AMHS  
SERVICE**

WHEREAS, The City of Gustavus is dependent for its economic survival upon a 40 year-old dock and causeway, in deteriorated condition, including the transfer of an estimated 1.8 million pounds of freight and 27,000 passengers annually, and

WHEREAS, the dock usage includes the transfer of an estimated 1.8 millions pounds of freight and 27,000 passengers annually, and

WHEREAS, The community of Gustavus, despite repeated requests, was unable to obtain approval for the replacement of its causeway and dock and has never been included as a port of call on the Alaska Marine Highway System, despite having gone through every motion and process requested by ADOT planners, and including the STIP process which resulted in a statewide ranking of #6 in the STIP of 1999, and a successful referendum vote to approve Alaska Marine Highway System services, and

WHEREAS, The community of Gustavus recently incorporated as a second-class city in order to be recognized as a viable entity and worthy of consideration for appropriate sources of funding with one of the highest priorities being the replacement of the failing causeway and dock, and

WHEREAS, the current disintegration of the dock will sooner, rather than later, result in a life-threatening situation and/or have a detrimental effect on the sustainability of the City of Gustavus,

NOW THEREFORE BE IT RESOLVED THAT the Southeast Conference endorses the objective of replacing the dock and causeway at Gustavus and of the inclusion of Gustavus as a port of call on the Alaska Marine Highway System.

BE IT FURTHER RESOLVED THAT the Southeast Conference endorses the appropriation of immediate funding for this project to be included in the next budget cycle.

Resolution Sponsor: City of Gustavus

Contact Person Name: Chris Gabriele Telephone: (H) 907-697-2714 (O)907-697-2664

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Member Endorsements (Five required if proposal is submitted after September 1, 2004 – at least one of the five must be a municipality)

1. \_\_\_\_\_
2. \_\_\_\_\_
3. \_\_\_\_\_
4. \_\_\_\_\_
5. \_\_\_\_\_

1. Resolution Sponsor: City of Gustavus

2. Contact Person Name: Chris Gabriele

3. Resolution Title: Gustavus Dock and Causeway Replacement

4. Purpose or Intent: To obtain SEC support for the City's ongoing efforts to obtain a Department of Agriculture Economic Development grant for conceptual design of a replacement dock and causeway and a congressional earmark for construction .

5. If adopted by Southeast Conference, what action is required of the Conference's Board of Directors or professional staff to implement the Resolution's purpose or intent? None.

6. If adopted, to which individuals or agencies should copies of the Resolution be sent?  
To be determined.

7. Does the Resolution seek funding/ NO

8. Does the Resolution seek legal action? NO

9. Date Submitted to Southeast Conference August 30, 2004 Date Received \_\_\_\_\_

10. Committee Action \_\_\_\_\_

11. Board Action \_\_\_\_\_

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## **ATTACHMENT #9**

### **BRIEFING STATEMENT – Glacier Bay National Park and Preserve**

**DATE: June 2004**

**Prepared by: Jed Davis**

**SUBJECT: Replacement of the State dock that serves the City of Gustavus**

**CONTACT: Deputy Superintendent Jed Davis**

#### **BACKGROUND:**

Gustavus is a recently incorporated city in Southeast Alaska with about 429 year-round residents and a much larger summer population. The State dock that serves the town, built in 1965, has served its useful lifespan but due to its age and design it has become a very unsafe facility. Annually, about 2 million pounds of freight and 60,000 passengers are transported over the dock. Gustavus is a Gateway Community to Glacier Bay National Park and Preserve (Park) and the State dock supports a significant amount of the Park's needs as well as support for Park employees who live in the community.

As the State dock is now rapidly deteriorating, the need to replace it has become the highest priority for the new City Government. The Park has pledged its support in this effort.

State of Alaska Department of Transportation Officials (DOT) who are responsible for the dock do not want to replace the dock at the existing location adjacent to the town on State land and waters and instead want to move the facility on to Park lands and waters by modifying the existing Park dock at Bartlett Cove, 8 miles away. They site better protected waters and cost savings as their reason. The City of Gustavus and the Park are not in favor of this solution.

#### **ISSUES:**

Deterioration revealed by DOT dock inspections has necessitated decreased load limits and has compromised the usefulness of the State dock in recent years. We are concerned that in the near future its weakened condition will force DOT to close the dock, leaving the City of Gustavus with no port facility.

DOT's insistence on modifying the existing Park dock at Bartlett Cove to meet the Cities dock needs is critically delaying the planning and funding processes that need to begin now in order to assure a continuation of docking service for the City of Gustavus.

The Park has the following concerns that are very problematic to modifying the Park dock at Bartlett Cove to meet the needs of the State and the City of Gustavus:

- City commerce would be short-circuited by Park Concessionaires if all area visitor traffic comes through Bartlett Cove.
- The useable shoreline to a distance of several hundred yards inland is already developed or set aside for future development as described by the Park's Comprehensive Development Plan. That plan was approved through the legally required National Environmental Protection Act (NEPA) process. The State and City dock needs are not described in that plan.
- The Bartlett Cove area has been identified as eligible for nomination to the National Register of Historic Places as a Traditional Cultural Property important in the traditions of Huna Tlingit people. Industrial development of this type along the Bartlett Cove

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waterfront could damage elements of the cultural property and lead to impairment of a significant resource.

- The development necessary to accommodate State and City dock services in Bartlett Cove (dock, staging and parking area) would force other necessary Park visitor services (dock use, campground and some concession services) to be eliminated.
- The Park dock was specifically designed and sized to accommodate the necessary Park visitor uses and was approved through the legally required NEPA process. State and City dock uses were described in the Bartlett Cove Dock Rehabilitation Environmental Assessment process as occurring at the Gustavus location. Particularly during the summer months, the Park dock is very full accommodating necessary Park visitor uses that were specifically described in the plan.
- The number and types of vessels needed to conduct State services and City needs and the operating needs they would require were not addressed in the Park's Vessel Quota and Operating Requirements Environmental Impact Statement (VQOR EIS). This was a court ordered NEPA process that was completed and approved in January of this year.
- Unlimited vessel access into Bartlett Cove could harm the endangered humpback whale and other species by focusing increased vessel traffic, noise, and pollution into the portal of Glacier Bay. It would also have the potential to degrade the world class humpback whale research program which has been established by the National Park Service over the last 19 years by introducing significantly more vessel traffic into the one area in the North Pacific Ocean where regulatory controls allow for an enhanced environment for research.
- Nothing in the enabling legislation that created the Park identifies a Park purpose to accommodate State and/or City docking needs.

**CONCLUSION:**

Construction of a dock for State and City services within the borders of the Park at Bartlett Cove is counter to Park purposes, outside the realm of all completed public Park planning processes, could harm natural and cultural resources and degrade Park visitor experience. The State dock at Gustavus needs to be replaced at or near its existing location on the Gustavus waterfront.

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